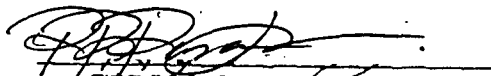


COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
10) Continued.	10. Dented or deformed bell.	✓				<i>Pm</i>
	11. Loose screws securing bell to regulator body.	✓				<i>Pm</i>
	12. Debris or water under bell.	✓				<i>Pm</i>
11) HARNESS FRAME	1. Cylinder band and latch not working properly	✓				<i>Pm</i>
	2. Cylinder not secured in frame and band.	✓				<i>Pm</i>
	3. Bent, broken, or cracked Frame.	✓				<i>Pm</i>
	4. Webbing color change; excessive wear or fraying; cuts, nicks, or broken stitching.	✓				<i>Pm</i>
	5. Inspect stitching for thread unraveling, abrasion, cuts, tears, and chemical or corrosion attach at the top of the shoulder strap, shoulder strap adjustment buckle, and tank band strap.	✓				<i>Pm</i>
	6. Buckles damaged or corroded.	✓				<i>Pm</i>
	7. Loose Hardware.	✓				<i>Pm</i>
	8. Bent or broken spring.	✓				<i>Pm</i>
12) AIR CYLINDER & VALVE	1. Dents, gouges, blisters, or cuts	✓				<i>Pm</i>
	2. External damage to cylinder valve	✓				<i>Pm</i>
	3. Smooth operation of valve handwheel and	✓				<i>Pm</i>
	4. Loose screws securing rubber guard on cylinder valve.	✓				<i>Pm</i>
	5. Condition of threads on valve outlet.	✓				<i>Pm</i>
	6. Cylinder pressure gauge lens scratched; pointer deformed or struck.	✓				<i>Pm</i>
	7. Gauge reading correctly	✓				<i>Pm</i>
	8. Hydrostatic test date within three years (composite cylinders or five years aluminum or steel cylinders.)	✓				<i>Pm</i>

INSPECTED BY:

  
 FIRE COORDINATOR (SIGNATURE)

Ricardo R. Pasa

PRINT NAME

**IMPORTANT: SCBA SHOULD BE CHECKED BEFORE AND AFTER EVERY USE OR ONCE A MONTH IF NOT USED.****\*\*\*\*NOTE: IF ANY OF THE DEFECTS LISTED ABOVE ARE FOUND, HAVE THE SCBA REPAIRED IMMEDIATELY BEFORE USE.**

# JUVENILE DETENTION UNIT-DYS

## SCBA MONTHLY INSPECTION TABLE

DATE OF INSPECTION: 02-28-06

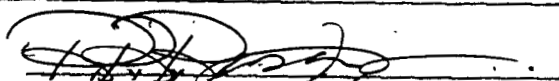
SCBA II

COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
1) FACEPIECE LENS	1. Nicks, scratches, or abrasions which could impair visibility	✓				PR
	2. Deep gouges or cracks which could reduce impact resistance.	✓				PR
	3. Anti-fog coating in need of replacement	✓				PR
2) FACEPIECE RIMS	1. Deformed, cracked, or broken rims.	✓				PR
	2. Loose rim screws. (Do not overtighten)	✓				PR
3) FACEPIECE SKIRT	1. Cuts, gouges, or punctures.	✓				PR
	2. Tears or nicks in the sealing area.	✓				PR
	3. Deterioration from age, heat, or contamination.	✓				PR
4) FACEPIECE HEADSTRAP BUCKLE STRAPS (TWENTYTWENTY)	1. Abrasions or nicks.	✓				PR
	2. Deterioration from age, heat or contamination.	✓				PR
5) FACEPIECE BUCKLES (CLASSIC FACEPIECE)	1. Crushed, bent or corroded.	✓				PR
	2. Damaged or loose rivets.	✓				PR
6) FACEPIECE INLET NOZZLE	1. Heat damage.	✓				PR
	2. Loose cover screws.	✓				PR
	3. Loose hose clamps (seven teeth engaged).	✓				PR
	4. Damaged exhalation valve seat.	✓				PR
	5. Sticking exhalation valve (exhale a few times to test.)	✓				PR

COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
7) LOW PRESSURE HOSE	1. Cuts, nicks, or punctures.	✓				<i>Ben</i>
	2. Age- or heat-induced cracking, checking or hardening.	✓				<i>Ben</i>
	3. Crused, broken, or cracked quick connect	✓				<i>Ben</i>
	4. Metal pins on the quick connect not flus or recessed.	✓				<i>Ben</i>
8) SECOND STAGE REGULATOR & PRESSURE GAUGE	1. Heat damage or dents to case and cover.	✓				<i>Ben</i>
	2. Silicone outlet valve sticking.	✓				<i>Ben</i>
	3. O-ring dry and brittle or missing.	✓				<i>Ben</i>
	4. Bypass ring hard to operate.	✓				<i>Ben</i>
	5. Damaged threads or worn slots on quick connect adapter, cracked quick connect.	✓				<i>Ben</i>
	6. Loose quick connect adapter on the regulator body.	✓				<i>Ben</i>
	7. Pressure gauge lens unreadable; gauge needle deformed.	✓				<i>Ben</i>
	8. Pressure gauge hose and fittings leaking or damaged.	✓				<i>Ben</i>
	9. Broken blue Sentry Seal between the inlet lock nut and regulator case.	✓				<i>Ben</i>
9) ANALOG GAUGE WITH VISUAL ALARM	1. Gauge lens scratched; pointer deformed or stuck.	✓				<i>Ben</i>
	2. Hose or fitting corroded, cracked, or leaking.	✓				<i>Ben</i>
	3. LED lens dirty or damaged.	✓				<i>Ben</i>
	4. Rubber boot torn.	✓				<i>Ben</i>
10) AUDIBLE ALARM, FIRST STAGE REGULATOR, & INTERMEDIATE PRESSURE HOSE	1. Hose and fitting corroded, cracked, or leaking	✓				<i>Ben</i>
	2. Loose retaining rings on hose connectors, or leaking.	✓				<i>Ben</i>
	3. Abrasion of hope.	✓				<i>Ben</i>
	4. Damaged female threads on CGA handwheel.	✓				<i>Ben</i>
	5. Damaged O-rings or groove on CGA nipple.	✓				<i>Ben</i>
	6. Loose inlet nipple	✓				<i>Ben</i>
	7. Missing O-ring	✓				<i>Ben</i>
	8. Dents or heat damage to housing.	✓				<i>Ben</i>
	9. Loose pressure port screws.	✓				<i>Ben</i>

COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
10) Continued.	10. Dented or deformed bell.	✓				<i>Ra</i>
	11. Loose screws securing bell to regulator body.	✓				<i>Ra</i>
	12. Debris or water under bell.	✓				<i>Ra</i>
11) HARNESS FRAME	1. Cylinder band and latch not working properly	✓				<i>Ra</i>
	2. Cylinder not secured in frame and band.	✓				<i>Ra</i>
	3. Bent, broken, or cracked Frame.	✓				<i>Ra</i>
	4. Webbing color change; excessive wear or fraying; cuts, nicks, or broken stitching.	✓				<i>Ra</i>
	5. Inspect stitching for thread unraveling, abrasion, cuts, tears, and chemical or corrosion attach at the top of the shoulder strap, shoulder strap adjustment buckle, and tank band strap.	✓				<i>Ra</i>
	6. Buckles damaged or corroded.	✓				<i>Ra</i>
	7. Loose Hardware.	✓				<i>Ra</i>
	8. Bent or broken spring.	✓				<i>Ra</i>
12) AIR CYLINDER & VALVE	1. Dents, gouges, blisters, or cuts	✓				<i>Ra</i>
	2. External damage to cylinder valve	✓				<i>Ra</i>
	3. Smooth operation of valve handwheel and	✓				<i>Ra</i>
	4. Loose screws securing rubber guard on cylinder valve.	✓				<i>Ra</i>
	5. Condition of threads on valve outlet.	✓				<i>Ra</i>
	6. Cylinder pressure gauge lens scratched; pointer deformed or struck.	✓				<i>Ra</i>
	7. Gauge reading correctly	✓				<i>Ra</i>
	8. Hydrostatic test date within three years (composite cylinders or five years aluminum or steel cylinders.)	✓				<i>Ra</i>

INSPECTED BY:

  
 FIRE COORDINATOR (SIGNATURE)

 Ricardo R. Raza  
 PRINT NAME

**IMPORTANT: SCBA SHOULD BE CHECKED BEFORE AND AFTER EVERY USE OR ONCE A MONTH IF NOT USED.**
**\*\*\*NOTE: IF ANY OF THE DEFECTS LISTED ABOVE ARE FOUND, HAVE THE SCBA REPAIRED IMMEDIATELY BEFORE USE.**

# JUVENILE DETENTION UNIT-DYS

## SCBA MONTHLY INSPECTION TABLE

DATE OF INSPECTION: 2-28-06

SCBA III

COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
1) FACEPIECE LENS	1. Nicks, scratches, or abrasions which could impair visibility	✓				<i>[Signature]</i>
	2. Deep gouges or cracks which could reduce impact resistance.	✓				<i>[Signature]</i>
	3. Anti-fog coating in need of replacement	✓				<i>[Signature]</i>
2) FACEPIECE RIMS	1. Deformed, cracked, or broken rims.	✓				<i>[Signature]</i>
	2. Loose rim screws. (Do not overtighten)	✓				<i>[Signature]</i>
3) FACEPIECE SKIRT	1. Cuts, gouges, or punctures.	✓				<i>[Signature]</i>
	2. Tears or nicks in the sealing area.	✓				<i>[Signature]</i>
	3. Deterioration from age, heat, or contamination.	✓				<i>[Signature]</i>
4) FACEPIECE HEADSTRAP BUCKLE STRAPS (TWENTYTWO)	1. Abrasions or nicks.	✓				<i>[Signature]</i>
	2. Deterioration from age, heat or contamination.	✓				<i>[Signature]</i>
5) FACEPIECE BUCKLES (CLASSIC FACEPIECE)	1. Crushed, bent or corroded.	✓				<i>[Signature]</i>
	2. Damaged or loose rivets.	✓				<i>[Signature]</i>
6) FACEPIECE INLET NOZZLE	1. Heat damage.	✓				<i>[Signature]</i>
	2. Loose cover screws.	✓				<i>[Signature]</i>
	3. Loose hose clamps (seven teeth engaged).	✓				<i>[Signature]</i>
	4. Damaged exhalation valve seat.	✓				<i>[Signature]</i>
	5. Sticking exhalation valve (exhale a few times to test.)	✓				<i>[Signature]</i>

COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
7) LOW PRESSURE HOSE	1. Cuts, nicks, or punctures.	✓				Pm
	2. Age- or heat-induced cracking, checking or hardening.	✓				Pm
	3. Crused, broken, or cracked quick connect	✓				Pm
	4. Metal pins on the quick connect not flus or recessed.	✓				Pm
8) SECOND STAGE REGULATOR & PRESSURE GAUGE	1. Heat damage or dents to case and cover.	✓				Pm
	2. Silicone outlet valve sticking.	✓				Pm
	3. O-ring dry and brittle or missing.	✓				Pm
	4. Bypass ring hard to operate.	✓				Pm
	5. Damaged threads or worn slots on quick connect adapter; cracked quick connect.	✓				Pm
	6. Loose quick connect adapter on the regulator body.	✓				Pm
	7. Pressure gauge lens unreadable; gauge needle deformed.	✓				Pm
	8. Pressure gauge hose and fittings leaking or damaged.	✓				Pm
	9. Broken blue Sentry Seal between the inlet lock nut and regulator case.	✓				Pm
9) ANALOG GAUGE WITH VISUAL ALARM	1. Gauge lens scratched; pointer deformed or stuck.	✓				Pm
	2. Hose or fitting corroded, cracked, or leaking.	✓				Pm
	3. LED lens dirty or damaged.	✓				Pm
	4. Rubber boot torn.	✓				Pm
10) AUDIBLE ALARM, FIRST STAGE REGULATOR, & INTERMEDIATE PRESSURE HOSE	1. Hose and fitting corroded, cracked, or leaking	✓				Pm
	2. Loose retaining rings on hose connectors, or leaking.	✓				Pm
	3. Abrasion of hope.	✓				Pm
	4. Damaged female threads on CGA handwheel.	✓				Pm
	5. Damaged O-rings or groove on CGA nipple.	✓				Pm
	6. Loose inlet nipple	✓				Pm
	7. Missing O-ring	✓				Pm
	8. Dents or heat damage to housing.	✓				Pm
	9. Loose pressure port screws.	✓				Pm



COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
10) Continued.	10. Dented or deformed bell.	✓				<i>Rosa</i>
	11. Loose screws securing bell to regulator body.	✓				<i>Rosa</i>
	12. Debris or water under bell.	✓				<i>Rosa</i>
11) HARNESS FRAME	1. Cylinder band and latch not working properly	✓				<i>Rosa</i>
	2. Cylinder not secured in frame and band.	✓				<i>Rosa</i>
	3. Bent, broken, or cracked Frame.	✓				<i>Rosa</i>
	4. Webbing color change; excessive wear or fraying; cuts, nicks, or broken stitching.	✓				<i>Rosa</i>
	5. Inspect stitching for thread unraveling, abrasion, cuts, tears, and chemical or corrosion attach at the top of the shoulder strap, shoulder strap adjustment buckle, and tank band strap.	✓				<i>Rosa</i>
	6. Buckles damaged or corroded.	✓				<i>Rosa</i>
	7. Loose Hardware.	✓				<i>Rosa</i>
	8. Bent or broken spring.	✓				<i>Rosa</i>
12) AIR CYLINDER & VALVE	1. Dents, gouges, blisters, or cuts	✓				<i>Rosa</i>
	2. External damage to cylinder valve	✓				<i>Rosa</i>
	3. Smooth operation of valve handwheel and	✓				<i>Rosa</i>
	4. Loose screws securing rubber guard on cylinder valve.	✓				<i>Rosa</i>
	5. Condition of threads on valve outlet.	✓				<i>Rosa</i>
	6. Cylinder pressure gauge lens scratched; pointer deformed or stuck.	✓				<i>Rosa</i>
	7. Gauge reading correctly	✓				<i>Rosa</i>
	8. Hydrostatic test date within three years (composite cylinders or five years aluminum or steel cylinders.)	✓				<i>Rosa</i>

INSPECTED BY:

FIRE COORDINATOR (SIGNATURE)

PRINT NAME

**IMPORTANT: SCBA SHOULD BE CHECKED BEFORE AND AFTER EVERY USE OR ONCE A MONTH IF NOT USED.****\*\*\*NOTE: IF ANY OF THE DEFECTS LISTED ABOVE ARE FOUND, HAVE THE SCBA REPAIRED IMMEDIATELY BEFORE USE.**

## JUVENILE DETENTION UNIT-DYS

### SCBA MONTHLY INSPECTION TABLE

DATE OF INSPECTION: 01.12.06

SCBA 1

COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
1) FACEPIECE LENS	1. Nicks, scratches, or abrasions which could impair visibility	✓				<i>Dr</i>
	2. Deep gouges or cracks which could reduce impact resistance.	✓				<i>Dr</i>
	3. Anti-fog coating in need of replacement	✓				<i>Dr</i>
2) FACEPIECE RIMS	1. Deformed, cracked, or broken rims.	✓				<i>Dr</i>
	2. Loose rim screws. (Do not overtighten)	✓				<i>Dr</i>
3) FACEPIECE SKIRT	1. Cuts, gouges, or punctures.	✓				<i>Dr</i>
	2. Tears or nicks in the sealing area.	✓				<i>Dr</i>
	3. Deterioration from age, heat, or contamination.	✓				<i>Dr</i>
4) FACEPIECE HEADSTRAP BUCKLE STRAPS (TWENTYTWENTY)	1. Abrasions or nicks.	✓				<i>Dr</i>
	2. Deterioration from age, heat or contamination.	✓				<i>Dr</i>
5) FACEPIECE BUCKLES (CLASSIC FACEPIECE)	1. Crushed, bent or corroded.	✓				<i>Dr</i>
	2. Damaged or loose rivets.	✓				<i>Dr</i>
6) FACEPIECE INLET NOZZLE	1. Heat damage.	✓				<i>Dr</i>
	2. Loose cover screws.	✓				<i>Dr</i>
	3. Loose hose clamps (seven teeth engaged).	✓				<i>Dr</i>
	4. Damaged exhalation valve seat.	✓				<i>Dr</i>
	5. Sticking exhalation valve (exhale a few times to test.)	✓				<i>Dr</i>



COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
7) LOW PRESSURE HOSE	1. Cuts, nicks, or punctures.	✓				Pm
	2. Age- or heat-induced cracking, checking or hardening.	✓				Pm
	3. Crused, broken, or cracked quick connect	✓				Pm
	4. Metal pins on the quick connect not flus or recessed.	✓				Pm
8) SECOND STAGE REGULATOR & PRESSURE GAUGE	1. Heat damage or dents to case and cover.	✓				Pm
	2. Silicone outlet valve sticking.	✓				Pm
	3. O-ring dry and brittle or missing.	✓				Pm
	4. Bypass ring hard to operate.	✓				Pm
	5. Damaged threads or worn slots on quick connect adapter; cracked quick connect.	✓				Pm
	6. Loose quick connect adapter on the regulator body.	✓				Pm
	7. Pressure gauge lens unreadable; gauge needle deformed.	✓				Pm
	8. Pressure gauge hose and fittings leaking or damaged.	✓				Pm
	9. Broken blue Sentry Seal between the inlet lock nut and regulator case.	✓				Pm
9) ANALOG GAUGE WITH VISUAL ALARM	1. Gauge lens scratched; pointer deformed or stuck.	✓				Pm
	2. Hose or fitting corroded, cracked, or leaking.	✓				Pm
	3. LED lens dirty or damaged.	✓				Pm
	4. Rubber boot torn.	✓				Pm
10) AUDIBLE ALARM, FIRST STAGE REGULATOR, & INTERMEDIATE PRESSURE HOSE	1. Hose and fitting corroded, cracked, or leaking	✓				Pm
	2. Loose retaining rings on hose connectors, or leaking.	✓				Pm
	3. Abrasion of hope.	✓				Pm
	4. Damaged female threads on CGA handwheel.	✓				Pm
	5. Damaged O-rings or groove on CGA nipple.	✓				Pm
	6. Loose inlet nipple	✓				Pm
	7. Missing O-ring	✓				Pm
	8. Dents or heat damage to housing.	✓				Pm
	9. Loose pressure port screws.	✓				Pm

INSPECTED BY: *[Signature]*

FIRE COORDINATOR (SIGNATURE)

PRINT NAME

*Ricardo P. Rosa*

IMPORTANT: SCBA SHOULD BE CHECKED BEFORE AND AFTER EVERY USE OR ONCE A MONTH IF NOT USED.

\*\*\*\*\*NOTE: IF ANY OF THE DEFECTS LISTED ABOVE ARE FOUND, HAVE THE SCBA REPAIRED IMMEDIATELY BEFORE USE.

COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
(10) Continued.	10. Dented or deformed bell.	✓				<i>[Signature]</i>
	11. Loose screws securing bell to regulator body.	✓				<i>[Signature]</i>
	12. Debris or water under bell.	✓				<i>[Signature]</i>
(11) HARNESS FRAME	1. Cylinder band and latch not working properly	✓				<i>[Signature]</i>
	2. Cylinder not secured in frame and band.	✓				<i>[Signature]</i>
	3. Bent, broken, or cracked frame.	✓				<i>[Signature]</i>
	4. Webbing color change; excessive wear or fraying; cuts, nicks, or broken stitching.	✓				<i>[Signature]</i>
	5. Inspect stitching for thread unraveling, abrasion, cuts, tears, and chemical or corrosion attach at the top of the shoulder strap, shoulder strap adjustment buckle, and tank band strap.	✓				<i>[Signature]</i>
	6. Buckles damaged or corroded.	✓				<i>[Signature]</i>
	7. Loose Hardware.	✓				<i>[Signature]</i>
	8. Bent or broken spring.	✓				<i>[Signature]</i>
(12) AIR CYLINDER & VALVE	1. Dents, gouges, blisters, or cuts	✓				<i>[Signature]</i>
	2. External damage to cylinder valve	✓				<i>[Signature]</i>
	3. Smooth operation of valve handwheel and	✓				<i>[Signature]</i>
	4. Loose screws securing rubber guard on cylinder valve.	✓				<i>[Signature]</i>
	5. Condition of threads on valve outlet	✓				<i>[Signature]</i>
	6. Cylinder pressure gauge lens scratched; pointer deformed or struck	✓				<i>[Signature]</i>
	7. Gauge reading correctly	✓				<i>[Signature]</i>
	8. Hydrostatic test date within three years (composite cylinders or five years aluminum or steel cylinders.)	✓				<i>[Signature]</i>

# JUVENILE DETENTION UNIT-DYS

## SCBA MONTHLY INSPECTION TABLE

DATE OF INSPECTION: 01.12.06

SCBA II

COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
1) FACEPIECE LENS	1. Nicks, scratches, or abrasions which could impair visibility	✓				<i>[Signature]</i>
	2. Deep gouges or cracks which could reduce impact resistance.	✓				<i>[Signature]</i>
	3. Anti-fog coating in need of replacement	✓				<i>[Signature]</i>
2) FACEPIECE RIMS	1. Deformed, cracked, or broken rims.	✓				<i>[Signature]</i>
	2. Loose rim screws. (Do not overtighten)	✓				<i>[Signature]</i>
3) FACEPIECE SKIRT	1. Cuts, gouges, or punctures.	✓				<i>[Signature]</i>
	2. Tears or nicks in the sealing area.	✓				<i>[Signature]</i>
	3. Deterioration from age, heat, or contamination.	✓				<i>[Signature]</i>
4) FACEPIECE HEADSTRAP BUCKLE STRAPS (TWENTYTWO)	1. Abrasions or nicks.	✓				<i>[Signature]</i>
	2. Deterioration from age, heat or contamination.	✓				<i>[Signature]</i>
5) FACEPIECE BUCKLES (CLASSIC FACEPIECE)	1. Crushed, bent or corroded.	✓				<i>[Signature]</i>
	2. Damaged or loose rivets.	✓				<i>[Signature]</i>
6) FACEPIECE INLET NOZZLE	1. Heat damage.	✓				<i>[Signature]</i>
	2. Loose cover screws.	✓				<i>[Signature]</i>
	3. Loose hose clamps (seven teeth engaged).	✓				<i>[Signature]</i>
	4. Damaged exhalation valve seat.	✓				<i>[Signature]</i>
	5. Sticking exhalation valve (exhale a few times to test.)	✓				<i>[Signature]</i>

COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
7) LOW PRESSURE HOSE	1. Cuts, nicks, or punctures.	✓				✓ <i>Pa</i>
	2. Age- or heat-induced cracking, checking or hardening.	✓				✓ <i>Pa</i>
	3. Crused, broken, or cracked quick connect	✓				✓ <i>Pa</i>
	4. Metal pins on the quick connect not flus or recessed.	✓				✓ <i>Pa</i>
8) SECOND STAGE REGULATOR & PRESSURE GAUGE	1. Heat damage or dents to case and cover.	✓				✓ <i>Pa</i>
	2. Silicone outlet valve sticking.	✓				✓ <i>Pa</i>
	3. O-ring dry and brittle or missing.	✓				✓ <i>Pa</i>
	4. Bypass ring hard to operate.	✓				✓ <i>Pa</i>
	5. Damaged threads or worn slots on quick connect adapter; cracked quick connect.	✓				✓ <i>Pa</i>
	6. Loose quick connect adapter on the regulator body.	✓				✓ <i>Pa</i>
	7. Pressure gauge lens unreadable; gauge needle deformed.	✓				✓ <i>Pa</i>
	8. Pressure gauge hose and fittings leaking or damaged.	✓				✓ <i>Pa</i>
	9. Broken blue Sentry Seal between the inlet lock nut and regulator case.	✓				✓ <i>Pa</i>
9) ANALOG GAUGE WITH VISUAL ALARM	1. Gauge lens scratched; pointer deformed or stuck.	✓				✓ <i>Pa</i>
	2. Hose or fitting corroded, cracked, or leaking.	✓				✓ <i>Pa</i>
	3. LED lens dirty or damaged.	✓				✓ <i>Pa</i>
	4. Rubber boot torn.	✓				✓ <i>Pa</i>
10) AUDIBLE ALARM, FIRST STAGE REGULATOR, & INTERMEDIATE PRESSURE HOSE	1. Hose and fitting corroded, cracked, or leaking.	✓				✓ <i>Pa</i>
	2. Loose retaining rings on hose connectors, or leaking.	✓				✓ <i>Pa</i>
	3. Abrasion of hope.	✓				✓ <i>Pa</i>
	4. Damaged female threads on CGA handwheel.	✓				✓ <i>Pa</i>
	5. Damaged O-rings or groove on CGA nipple.	✓				✓ <i>Pa</i>
	6. Loose inlet nipple	✓				✓ <i>Pa</i>
	7. Missing O-ring	✓				✓ <i>Pa</i>
	8. Dents or heat damage to housing.	✓				✓ <i>Pa</i>
	9. Loose pressure port screws.	✓				✓ <i>Pa</i>

COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
10) Continued.	10. Dented or deformed bell.	✓				<i>Pu</i>
	11. Loose screws securing bell to regulator body.	✓				<i>Pu</i>
	12. Debris or water under bell.	✓				<i>Pu</i>
11) HARNESS FRAME	1. Cylinder band and latch not working properly	✓				<i>Pu</i>
	2. Cylinder not secured in frame and band.	✓				<i>Pu</i>
	3. Bent, broken, or cracked Frame.	✓				<i>Pu</i>
	4. Webbing color change; excessive wear or fraying; cuts, nicks, or broken stitching.	✓				<i>Pu</i>
	5. Inspect stitching for thread unraveling, abrasion, cuts, tears, and chemical or corrosion attach at the top of the shoulder strap, shoulder strap adjustment buckle, and tank band strap.	✓				<i>Pu</i>
	6. Buckles damaged or corroded.	✓				<i>Pu</i>
	7. Loose Hardware.	✓				<i>Pu</i>
	8. Bent or broken spring.	✓				<i>Pu</i>
12) AIR CYLINDER & VALVE	1. Dents, gouges, blisters, or cuts	✓				<i>Pu</i>
	2. External damage to cylinder valve	✓				<i>Pu</i>
	3. Smooth operation of valve handwheel and	✓				<i>Pu</i>
	4. Loose screws securing rubber guard on cylinder valve.	✓				<i>Pu</i>
	5. Condition of threads on valve outlet.	✓				<i>Pu</i>
	6. Cylinder pressure gauge lens scratched; pointer deformed or struck.	✓				<i>Pu</i>
	7. Gauge reading correctly	✓				<i>Pu</i>
	8. Hydrostatic test date within three years (composite cylinders or five years aluminum or steel cylinders.)	✓				<i>Pu</i>

INSPECTED BY:

  
 FIRE COORDINATOR (SIGNATURE)

  
 PRINT NAME
**IMPORTANT: SCBA SHOULD BE CHECKED BEFORE AND AFTER EVERY USE OR ONCE A MONTH IF NOT USED.****\*\*\*\*NOTE: IF ANY OF THE DEFECTS LISTED ABOVE ARE FOUND, HAVE THE SCBA REPAIRED IMMEDIATELY BEFORE USE.**



# JUVENILE DETENTION UNIT-DYS

## SCBA MONTHLY INSPECTION TABLE

DATE OF INSPECTION: 01-12-06

SCBA III

COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
1) FACEPIECE LENS	1. Nicks, scratches, or abrasions which could impair visibility	✓				<i>De</i>
	2. Deep gouges or cracks which could reduce impact resistance.	✓				<i>De</i>
	3. Anti-fog coating in need of replacement	✓				<i>De</i>
2) FACEPIECE RIMS	1. Deformed, cracked, or broken rims.	✓				<i>De</i>
	2. Loose rim screws. (Do not overtighten)	✓				<i>De</i>
3) FACEPIECE SKIRT	1. Cuts, gouges, or punctures.	✓				<i>De</i>
	2. Tears or nicks in the sealing area.	✓				<i>De</i>
	3. Deterioration from age, heat, or contamination.	✓				<i>De</i>
4)FACEPIECE HEADSTRAP BUCKLE STRAPS (TWENTYTWENTY)	1. Abrasions or nicks.	✓				<i>De</i>
	2. Deterioration from age, heat or contamination.	✓				<i>De</i>
5) FACEPIECE BUCKLES (CLASSIC FACEPIECE)	1. Crushed, bent or corroded.	✓				<i>De</i>
	2. Damaged or loose rivets.	✓				<i>De</i>
6) FACEPIECE INLET NOZZLE	1. Heat damage.	✓				<i>De</i>
	2. Loose cover screws.	✓				<i>De</i>
	3. Loose hose clamps (seven teeth engaged).	✓				<i>De</i>
	4. Damaged exhalation valve seat.	✓				<i>De</i>
	5. Sticking exhalation valve (exhale a few times to test.)	✓				<i>De</i>



COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
7) LOW PRESSURE HOSE	1. Cuts, nicks, or punctures.	✓				Pm
	2. Age- or heat-induced cracking, checking or hardening.	✓				Pm
	3. Crused, broken, or cracked quick connect	✓				Pm
	4. Metal pins on the quick connect not flus or recessed.	✓				Pm
8) SECOND STAGE REGULATOR & PRESSURE GAUGE	1. Heat damage or dents to case and cover.	✓				Pm
	2. Silicone outlet valve sticking.	✓				Pm
	3. O-ring dry and brittle or missing.	✓				Pm
	4. Bypass ring hard to operate.	✓				Pm
	5. Damaged threads or worn slots on quick connect adapter, cracked quick connect.	✓				Pm
	6. Loose quick connect adapter on the regulator body.	✓				Pm
	7. Pressure gauge lens unreadable; gauge needle deformed.	✓				Pm
	8. Pressure gauge hose and fittings leaking or damaged.	✓				Pm
	9. Broken blue Sentry Seal between the inlet lock nut and regulator case.	✓				Pm
9) ANALOG GAUGE WITH VISUAL ALARM	1. Gauge lens scratched; pointer deformed or stuck.	✓				Pm
	2. Hose or fitting corroded, cracked, or leaking.	✓				Pm
	3. LED lens dirty or damaged.	✓				Pm
	4. Rubber boot torn.	✓				Pm
10) AUDIBLE ALARM, FIRST STAGE REGULATOR, & INTERMEDIATE PRESSURE HOSE	1. Hose and fitting corroded, cracked, or leaking	✓				Pm
	2. Loose retaining rings on hose connectors, or leaking.	✓				Pm
	3. Abrasion of hope.	✓				Pm
	4. Damaged female threads on CGA handwheel.	✓				Pm
	5. Damaged O-rings or groove on CGA nipple.	✓				Pm
	6. Loose inlet nipple	✓				Pm
	7. Missing O-ring	✓				Pm
	8. Dents or heat damage to housing.	✓				Pm
	9. Loose pressure port screws.	✓				Pm

COMPONENT	LOOK FOR	NO	YES	DESCRIPTION OF DAMAGE	CORRECTIVE MEASURES TAKEN	INSPECTED BY SIGN HERE
10) Continued.	10. Dented or deformed bell.	✓				<i>Rosa</i>
	11. Loose screws securing bell to regulator body.	✓				<i>Rosa</i>
	12. Debris or water under bell.	✓				<i>Rosa</i>
11) HARNESS FRAME	1. Cylinder band and latch not working properly	✓				<i>Rosa</i>
	2. Cylinder not secured in frame and band.	✓				<i>Rosa</i>
	3. Bent, broken, or cracked Frame.	✓				<i>Rosa</i>
	4. Webbing color change; excessive wear or fraying; cuts, nicks, or broken stitching.	✓				<i>Rosa</i>
	5. Inspect stitching for thread unraveling, abrasion, cuts, tears, and chemical or corrosion attach at the top of the shoulder strap, shoulder strap adjustment buckle, and tank band strap.	✓				<i>Rosa</i>
	6. Buckles damaged or corroded.	✓				<i>Rosa</i>
	7. Loose Hardware.	✓				<i>Rosa</i>
	8. Bent or broken spring.	✓				<i>Rosa</i>
12) AIR CYLINDER & VALVE	1. Dents, gouges, blisters, or cuts	✓				<i>Rosa</i>
	2. External damage to cylinder valve	✓				<i>Rosa</i>
	3. Smooth operation of valve handwheel and	✓				<i>Rosa</i>
	4. Loose screws securing rubber guard on cylinder valve.	✓				<i>Rosa</i>
	5. Condition of threads on valve outlet.	✓				<i>Rosa</i>
	6. Cylinder pressure gauge lens scratched; pointer deformed or struck.	✓				<i>Rosa</i>
	7. Gauge reading correctly	✓				<i>Rosa</i>
	8. Hydrostatic test date within three years (composite cylinders or five years aluminum or steel cylinders.)	✓				<i>Rosa</i>

INSPECTED BY:

FIRE COORDINATOR (SIGNATURE)

Ricardo R. Rosa  
PRINT NAME**IMPORTANT: SCBA SHOULD BE CHECKED BEFORE AND AFTER EVERY USE OR ONCE A MONTH IF NOT USED.****\*\*\*NOTE: IF ANY OF THE DEFECTS LISTED ABOVE ARE FOUND, HAVE THE SCBA REPAIRED IMMEDIATELY BEFORE USE.**